

Table B2 Issues by Type

26-Jun-03

ISSUE				Improvements to Cherry Street		Issue No*		C1	
						Priority		2	
Issue Type		Existing ADT		Existing Functional Class		Status		Coordination**	
Capacity		5,800		Minor Arterial		Short-term		1	
Jurisdiction		Future ADT		Future Functional Class				Coordinate With	
City of Mkto		7,000		Minor Arterial					
General Location						Primary Responsibility		City of Mankato	
Cherry Street from 5th St. to Riverfront Drive									
Recommendations									
Develop Cherry St as two through lanes, two parking lanes with right and left turn lanes added at the following locations: right turn lanes at 4th St, Broad St and CBD alley north and south of Front St at parking ramp; left turn lanes added at 4th, Broad and Front St.									
Notes									
City developed recommendation.									

ISSUE				Continue improvements on remaining segment of 2nd Street		Issue No*		C2
						Priority		2
Issue Type		Existing ADT	Existing Functional Class	Status		Coordination**	1	
Capacity		5,800	Minor Arterial	Short-term		Coordinate With		
Jurisdiction		Future ADT	Future Functional Class					
City of Mkto		8,000	Minor Arterial					
General Location				Primary Responsibility		City of Mankato		
2nd Street from Main Street to Cherry								
Recommendations								
Convert the four-lane facility to a three-lane roadway with parking on both sides. This should be a continuation of the improvements that were completed on the Cherry to Warren segment of 2nd Street.								
Notes								
2nd Street from Cherry to Warren was recently converted from a four-lane facility to a three-lane roadway with parking. City developed recommendation.								

ISSUE				Congestion on Madison Avenue		Issue No*	C3
						Priority	1
Issue Type	Existing ADT	Existing Functional Class	Status	Coordination**	3		
Capacity	18,100-25,000	Principal Arterial	Mid-term	Coordinate With			
Jurisdiction	Future ADT	Future Functional Class					
City of Mkto	24,000-30,000	Principal Arterial					
General Location			Primary Responsibility	City of Mankato			
Madison Avenue from Riverfront Drive to TH 22							
Recommendations							
Work on getting Victory Drive connection and Adams Street connection in place. This should provide options and reduce volumes through most congested intersections.							
Notes							
SRF analysis notes that this is a high-crash segment. The city recently improved traffic signal timing.							

*Issue numbers are not sequential due to reorganization and consolidation of issues.

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3 = Project requires close coordination, potential joint funding agreements.

Table B2 Issues by Type

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ISSUE Intersection capacity problems along TH 22 (long waits)				Issue No*	C4
				Priority	1
Issue Type	Existing ADT	Existing Functional Class	Status Mid-term	Coordination**	2
Capacity	20,000-30,300	Principal Arterial		Coordinate With	
Jurisdiction	Future ADT	Future Functional Class		Blue Earth County and City of Mankato	
Mn/DOT	34,500-53,000	Principal Arterial			
General Location			Primary Responsibility	Mn/DOT	
TH 22 from Hoffman Rd. to TH 14					
Recommendations					
Develop alternative routes to TH 22 to provide alternate for local traffic. Provide adequate lane geometry on side streets (additional lanes to accommodate peak flows). Add double left turn lanes at key intersections.					
Notes					
Most of the congestion concerns occur on the weekends and during the holiday shopping season. Traffic signals were recently retimed to improve performance. Consider six-lane section between Adams and BEC CSAH 3.					

ISSUE				Traffic queuing on ramps at TH 169/TH 14/60		Issue No*		C5	
						Priority		1	
Issue Type		Existing ADT		Existing Functional Class		Status		Coordination**	
Capacity		N/A		N/A		Long-term		2	
Jurisdiction		Future ADT		Future Functional Class				Coordinate With	
Mn/DOT		N/A		N/A				City of Mankato and Blue Earth County	
General Location						Primary Responsibility		Mn/DOT	
Near TH 169/TH 60 and TH 14									
Recommendations									
Implement interchange modifications to remove at-grade conflict; if funding is available, consider temporary signalization.									
Notes									
As volumes increase, eastbound TH 14 to northbound TH 169 may have difficulties finding adequate gaps in traffic.									

ISSUE Drivers using Van Brunt Street as a cut-through from West Mankato to the hilltop area				Issue No*	CS1
				Priority	2
Issue Type	Existing ADT	Existing Functional Class	Status	Coordination**	2
Capacity/Safety	5,000	Collector	Short-term	Coordinate With	
Jurisdiction	Future ADT	Future Functional Class		City of Mankato	
BEC	6,000	Collector			
General Location			Primary Responsibility	Blue Earth County	
Van Brunt Street at intersection with BEC CSAH 16 (Stoltzman Rd)					
Recommendations					
Consider a median on BEC CSAH 16 (Stoltzman Rd) at intersection with Van Brunt Street to prevent left turns onto Van Brunt Street (when converted to a two-way street).					
Notes					
Although volumes are not expected to increase much, residents have expressed concern with volumes and speeds of traffic in this residential area. Need to determine ramifications of a median.					

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Table B2

Issues by Type

26-Jun-03

ISSUE				Increased volumes on BEC CSAH 16 (Stoltzman Road), need for widening, pedestrian paths		Issue No*	CS2
						Priority	1
Issue Type		Existing ADT	Existing Functional Class	Status	Coordination**		
Capacity/Safety		2,000-9,000	Minor Arterial	Short-term	3		
Jurisdiction		Future ADT	Future Functional Class	Coordinate With			
BEC		3,000-10,000	Minor Arterial	City of Mankato			
General Location				Primary Responsibility	Blue Earth County		
BEC CSAH 16 (Stoltzman Rd) - from Pleasant St. to the BEC CSAH 90 (South Route)							
Recommendations							
City and county are working to resolve road width issues; project would then move forward.							
Notes							
Increased traffic volumes have caused increased safety and maintenance concerns. (Intersection problems at Doc Jones Road).							

ISSUE				Improved cross-section for BEC CSAH 12/Industrial Road (improved access and safety for industrial area)		Issue No*	CS3	
						Priority	1	
Issue Type		Existing ADT	Existing Functional Class		Status	Coordination**	3	
Capacity/Safety		1,800	Major Collector			Coordinate With		
						City of Mankato, Mn/DOT		
Jurisdiction		Future ADT	Future Functional Class					
BEC		2,700-5,000	Major Collector					
General Location					Primary Responsibility	Blue Earth County		
BEC CSAH 12 - BEC CSAH 5 to BEC CSAH 57								
Recommendations								
Easterly end requires improvement with new connection to BEC CSAH 57.								
Notes								
Easterly end of BEC CSAH 12 lacks sufficient cross-section to handle industrial traffic.								

ISSUE				Parking on 1st Avenue hinders truck movements		Issue No*		CS4	
						Priority		1	
Issue Type		Existing ADT		Existing Functional Class		Status		Coordination**	
Capacity/Safety		N/A		N/A		Short-term		1	
Jurisdiction		Future ADT		Future Functional Class				Coordinate With	
City of Mkto		N/A		N/A					
General Location						Primary Responsibility		City of Mankato	
1st Avenue, Mankato									
Recommendations									
Mankato could consider parking restrictions near entrances along 1st Avenue.									
Notes									
On street parking makes it difficult for large trucks to turn onto 1st Avenue.									

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Table B2

Issues by Type

26-Jun-03

ISSUE High number of left turns into MSU parking lot causing backups

Issue No* CS5

Priority 1

<i>Issue Type</i>	<i>Existing ADT</i>	<i>Existing Functional Class</i>	<i>Status</i>	<i>Coordination**</i>	1
Capacity/Safety	N/A	N/A	Short-term	<i>Coordinate With</i>	
<i>Jurisdiction</i>	<i>Future ADT</i>	<i>Future Functional Class</i>			
City of Mkt	N/A	N/A			
General Location			Primary Responsibility	City of Mankato	

Birchwood Street from Warren Street to Ellis Avenue

Recommendations

Restripe Birchwood Street from two-lane facility to a three-lane roadway with a center left turn facility, eliminating parking on both sides.

Notes

City developed recommendation.

ISSUE Parking and access on Riverfront Drive between Plum Street and Vine Street

Issue No* CS6

Priority 2

<i>Issue Type</i>	<i>Existing ADT</i>	<i>Existing Functional Class</i>	<i>Status</i>	<i>Coordination**</i>	1
Capacity/Safety	17,500	Principal Arterial	Short-term	<i>Coordinate With</i>	
<i>Jurisdiction</i>	<i>Future ADT</i>	<i>Future Functional Class</i>			
City of Mkt	22,000	Principal Arterial			
General Location			Primary Responsibility	City of Mankato	

Riverfront Drive between Plum Street and Vine Street

Recommendations

Undertake a study to determine the impacts of removing on-street parking and access closures for driveways between Lime and Vine Street. Once safety and mobility benefits are determined, they should be evaluated against impacts to businesses and residents.

Notes

Principal arterials generally do not have a lot of access or on-street parking. Access and parking on a roadway with higher traffic volumes and speeds can cause safety problems.

ISSUE Truck traffic volumes in the City of Le Sueur on CSAH 21

Issue No* CS7

Priority 2

<i>Issue Type</i>	<i>Existing ADT</i>	<i>Existing Functional Class</i>	<i>Status</i>	<i>Coordination**</i>	1
Capacity/Safety	1,750	Major Collector	Long-term	<i>Coordinate With</i>	
<i>Jurisdiction</i>	<i>Future ADT</i>	<i>Future Functional Class</i>			
Le Sueur	3,500	Major Collector			
General Location			Primary Responsibility	Le Sueur County	

City of Le Sueur

Recommendations

There are few inexpensive, good solutions to this issue. Long-term, a new route may need to be explored; however, the options are limited due to the proximity of the river.

Notes

This is out of the MATAPS study area. Numerous firms in Le Sueur all use roads through town to move goods to TH 169.

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Table B2

Issues by Type

26-Jun-03

ISSUE TH 14 capacity/safety east of Mankato

Issue No* CS10

Priority 1

<i>Issue Type</i>	<i>Existing ADT</i>	<i>Existing Functional Class</i>	<i>Status</i>	<i>Coordination**</i>	3
Capacity/Safety	N/A	Principal Arterial	Long-term	<i>Coordinate With</i>	
<i>Jurisdiction</i>	<i>Future ADT</i>	<i>Future Functional Class</i>		Mankato, Blue Earth County	
Mn/DOT	N/A	Principal Arterial			
General Location			Primary Responsibility	Mn/DOT	

TH 14 from TH 22 to Eagle Lake and beyond (Rochester)

Recommendations

Conduct a long-term access/interchange study between TH 22 and Eagle Lake. East of Eagle Lake, implement TH 14 EIS study recommendations as funding allows.

Notes

Some improvements have been completed.

ISSUE TH 14 capacity/safety west of North Mankato

Issue No* CS11

Priority 1

<i>Issue Type</i>	<i>Existing ADT</i>	<i>Existing Functional Class</i>	<i>Status</i>	<i>Coordination**</i>	3
Capacity/Safety	N/A	Principal Arterial	Long-term	<i>Coordinate With</i>	
<i>Jurisdiction</i>	<i>Future ADT</i>	<i>Future Functional Class</i>		North Mankato, Nicollet County	
Mn/DOT	N/A	Principal Arterial			
General Location			Primary Responsibility	Mn/DOT	

TH 14 to the west

Recommendations

Implement recommended TH 14 corridor recommendations as funding allows. City, county and Mn/DOT should work to preserve right-of-way and promote land use consistent with corridor plan.

Notes

Improvements are planned to expand TH 14 west of North Mankato.

ISSUE Number of traffic signals on major roadways (i.e., TH 22, TH 169, etc.)

Issue No* CS8

Priority 1

<i>Issue Type</i>	<i>Existing ADT</i>	<i>Existing Functional Class</i>	<i>Status</i>	<i>Coordination**</i>	3
Capacity/Safety	N/A	N/A	Mid-term	<i>Coordinate With</i>	
<i>Jurisdiction</i>	<i>Future ADT</i>	<i>Future Functional Class</i>		All	
Mn/DOT	N/A	N/A			
General Location			Primary Responsibility	Mn/DOT	

No location specified

Recommendations

Collector streets are needed adjacent to arterials to limit local access and reduce through traffic interruptions. Consider additional timing plans to better address special peak usage (seasonal conditions).

Notes

Traffic signals on IRC routes should follow IRC guidelines. Retiming of signals was just completed.

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Table B2

Issues by Type

26-Jun-03

ISSUE				Slow truck traffic and capacity concerns on TH 22 (between Mankato and St. Peter)		Issue No*	CS9
						Priority	1
Issue Type		Existing ADT	Existing Functional Class	Status	Coordination**		2
Capacity/Safety		7,400	Minor Arterial	Mid-term	Coordinate With		
Jurisdiction		Future ADT	Future Functional Class	Le Sueur Co., Nicollet Co., BEC and City of MktO			
Mn/DOT		14,000	Minor Arterial				
General Location				Primary Responsibility		Mn/DOT	
TH 22 between Mankato and St. Peter							
Recommendations							
Consider long-term expansion of TH 22 to four lanes. In the interim, Mn/DOT should consider passing lanes (left out of previous design due to costs).							
Notes							
The morning peak period has greater congestion concerns due to truck traffic and school bus stops on TH 22.							

ISSUE					Jurisdiction of BEC CSAH 90 (Mankato South Route)		Issue No*	J1
							Priority	1
Issue Type		Existing ADT	Existing Functional Class	Status	Coordination**		1	
Jurisdiction		1,850-3,850	Minor Arterial	Long-term	Coordinate With			
Jurisdiction		Future ADT	Future Functional Class	Mn/DOT				
BEC		7,000-9,500	Minor Arterial					
General Location				Primary Responsibility		Blue Earth County		
BEC CSAH 90- from TH 22 to TH 169								
Recommendations								
Mankato South Route is recommended to stay as Blue Earth County route at this time. County should continue to limit access as traffic grows; this could be potential state route.								
Notes								
This route provides regional continuity on the south side of Mankato. The route is a short connection which provides for trips that are bypassing the city.								

ISSUE				Jurisdictional responsibility of Madison Avenue		Issue No*		J2
						Priority		1
Issue Type		Existing ADT	Existing Functional Class	Status		Coordination**	3	
Jurisdiction		18,100-25,000	Principal Arterial	Short-term		Coordinate With		
Jurisdiction		Future ADT	Future Functional Class			Blue Earth County		
City of Mkto		24,000-30,000	Principal Arterial					
General Location				Primary Responsibility		City of Mankato		
Madison Avenue - Riverfront Drive to TH 22								
Recommendations								
Route should be considered for transfer to Blue Earth County jurisdiction. This route provides continuity from the rural area to the central city and provides for higher mobility lower land access functions.								
Notes								
Madison Avenue is a four-lane principal arterial route that provides connections from the central downtown area to the new commercial growth area.								

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Table B2 Issues by Type

26-Jun-03

ISSUE Jurisdiction of Riverfront Drive				Issue No*	J3
				Priority	2
Issue Type	Existing ADT	Existing Functional Class	Status	Coordination**	3
Jurisdiction	25,500	Principal Arterial	Long-term	Coordinate With	
Jurisdiction	Future ADT	Future Functional Class		BEC	
City of Mkto	35,000	Principal Arterial			
General Location			Primary Responsibility	City of Mankato	
Riverfront Drive - TH 169 to TH 14					
Recommendations					
The previous MATAPS plan shows this transfer candidate as a low priority. It is not recommended as a transfer candidate at this time.					

Notes

Most Jurisdictional transfers have occurred after MATAPS '96 Plan. Blue Earth County is not in favor of this change due to many local access points and other issues.

ISSUE Jurisdiction of Doc Jones Road				Issue No*	J4
				Priority	1
Issue Type	Existing ADT	Existing Functional Class	Status	Coordination**	3
Jurisdiction	250	Collector	Long-term	Coordinate With	
Jurisdiction	Future ADT	Future Functional Class		Mankato Township	
Mankato Twp	3,000	Minor Arterial			
General Location			Primary Responsibility	City of Mankato	
Doc Jones Road - TH 66 to BEC CSAH 16 (Stoltzman Rd)					
Recommendations					
As development occurs this route should eventually be taken over by the city.					

Notes

Doc Jones is the primary connection between BEC CSAH 16 (Stoltzman Rd) and TH 66. If Doc Jones were improved it would provide a needed east-west connection. It also has the potential to become a city MSA route.

ISSUE Jurisdiction of 200th Avenue (Schostag Road)				Issue No*	J5
				Priority	1
Issue Type	Existing ADT	Existing Functional Class	Status	Coordination**	3
Jurisdiction	250	Local	Long-term	Coordinate With	
Jurisdiction	Future ADT	Future Functional Class		Mankato Twp	
Mankato Twp	2,500	Collector			
General Location			Primary Responsibility	City of Mankato	
200th Avenue (Schostag Road) - from BEC CSAH 16 (Stoltzman Rd) to TH 22					
Recommendations					
As development occurs, this route should eventually be taken over by the city.					

Notes

Route provides east-west connections south of developing Mankato area. This roadway is a potential MSA route.

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Table B2 Issues by Type

26-Jun-03

ISSUE Jurisdiction of Veterans Memorial Bridge (Main Street)				Issue No*	J6
				Priority	3
Issue Type	Existing ADT	Existing Functional Class	Status Long-term	Coordination**	3
Jurisdiction	N/A	Principal Arterial		Coordinate With	
Jurisdiction	Future ADT	Future Functional Class		City of Mankato and Legislature	
Mn/DOT	N/A	Principal Arterial			
General Location			Primary Responsibility	Mn/DOT	

Provides access to and from Riverfront Drive from TH 169 (Belgrade Avenue is extension of bridge in North Mankato).

Recommendations

Veterans Memorial Bridge is not recommended as turnback candidate to City of Mankato; the city does not have resources or staff to properly inspect/maintain bridge structure.

Notes

Bridge is wide spot in TH 169 right-of-way. Crossing connects North Mankato to Mankato. Connection terminates on principal and minor arterial city streets. Turnback of this roadway requires a constitutional amendment.

ISSUE Jurisdiction of T-212 in South Bend Twp					Issue No*	J7	
					Priority	3	
Issue Type	Existing ADT	Existing Functional Class	Status	Coordination**	1		
Jurisdiction	N/A	Local		Long-term	Coordinate With		
Jurisdiction	Future ADT	Future Functional Class			Blue Earth County and City of Mankato		
SB Twp	N/A	Local					
General Location			Primary Responsibility	South Bend Township			

T-212 from BEC CSAH 90 to TH 169

Recommendations

At this time, T-212 does not support longer trip movements that are associated with county facilities. As the area develops, the jurisdiction of T-212 can be revisited.

Notes

ISSUE				DM&E expansion and increase in operations		Issue No*		M1
						Priority		1
Issue Type		Existing ADT	Existing Functional Class		Status	Coordination**		1
Multi		N/A	N/A		Long-term	Coordinate With		
Jurisdiction		Future ADT	Future Functional Class		Mn/DOT, BEC, City of Mankato and Le Sueur County			
All		N/A	N/A					
General Location					Primary Responsibility		All	

No location identified

Recommendations

Wait until a decision has been reached by DM&E. Once preferred alignment is identified, work with the railroad to address identified issues and develop a funding agreement.

Notes

This is a large project that will have many impacts to the transportation system. DM&E has completed required environmental documentation, but has not announced a preferred alignment.

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Table B2 Issues by Type

26-Jun-03

ISSUE Lack of rural transit

Issue No* M2

Priority 2

<i>Issue Type</i>	<i>Existing ADT</i>	<i>Existing Functional Class</i>	<i>Status</i>	<i>Coordination**</i>	2
Multi	N/A	N/A	Mid-term	<i>Coordinate With</i>	
<i>Jurisdiction</i>	<i>Future ADT</i>	<i>Future Functional Class</i>		Transit Authority	
All	N/A	N/A			
<i>General Location</i>			<i>Primary Responsibility</i>	City of Mankato	

Region wide

Recommendations

Review the feasibility of rural transit in five to seven years to determine if the demand for this service has increased.

Notes

Existing demographics and transit demand do not support public transit service to rural areas.

ISSUE Support connections to other major centers / routes (St. Cloud, I-90, I-35)

Issue No* M3

Priority 1

<i>Issue Type</i>	<i>Existing ADT</i>	<i>Existing Functional Class</i>	<i>Status</i>	<i>Coordination**</i>	3
Multi	N/A	N/A	Long-term	<i>Coordinate With</i>	
<i>Jurisdiction</i>	<i>Future ADT</i>	<i>Future Functional Class</i>		All	
Mn/DOT	N/A	N/A			
<i>General Location</i>			<i>Primary Responsibility</i>	Mn/DOT	

Regional Connections

Recommendations

Connections to regional centers are an important feature of the state transportation plan and the IRC System. Higher-level facilities that enhance these connections should be supported.

Notes

Issue extends beyond the limits of the study area.

ISSUE Fringe area growth management

Issue No* O2

Priority 1

<i>Issue Type</i>	<i>Existing ADT</i>	<i>Existing Functional Class</i>	<i>Status</i>	<i>Coordination**</i>	3
Other	N/A	N/A	Mid-term	<i>Coordinate With</i>	
<i>Jurisdiction</i>	<i>Future ADT</i>	<i>Future Functional Class</i>		City of Mankato and City of North Mankato	
All	N/A	N/A			
<i>General Location</i>			<i>Primary Responsibility</i>	Blue Earth County and Nicollet C	

Townships surrounding Mankato and North Mankato

Recommendations

Minimize growth in rural areas, continue orderly development of region through current land use policies.

Notes

Location and timing of industrial areas in surrounding townships is a concern for cities in the study area. Need continued cooperation between townships and cities. Resolve agreement with South Bend Township.

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ISSUE Residential, commercial and industrial developments need to accommodate other modes of transportation.				Issue No*	O1
				Priority	1
Issue Type	Existing ADT	Existing Functional Class	Status	Coordination**	1
Other	N/A	N/A		Coordinate With	
Jurisdiction	Future ADT	Future Functional Class		Transit authorities	
All	N/A	N/A			
General Location			Primary Responsibility	Cities	
System wide					
Recommendations					
Specific criteria should be developed to make sure that other modes of transportation are considered as part of the planning process for approving site plans (pedestrians, bicycles and transit).					
Notes					
Heartland Express may be able to provide information on transit accommodations for new developments.					

ISSUE Extension of sewer services				Issue No*	O10
				Priority	1
Issue Type	Existing ADT	Existing Functional Class	Status Long-term	Coordination**	1
Other	N/A	N/A		Coordinate With	
Jurisdiction	Future ADT	Future Functional Class		South Bend Township and Blue Earth County	
City of Mkto	N/A	N/A			
General Location			Primary Responsibility	City of Mankato	
South Bend Township					
Recommendations					
Mankato and South Bend Township should develop a sewer extension agreement with regard to service capacity. Service should be extended as orderly development occurs. If environmental issues are a concern, the City and Township should reevaluate.					
Notes					
The City indicated that the Township does not have capacity to extend services to additional areas. The Township disagrees with the City with regard to capacity.					

ISSUE				Lack of coordination between transit providers		Issue No*		O11	
						Priority		1	
Issue Type		Existing ADT		Existing Functional Class		Status		Coordination**	
Other		N/A		N/A		Mid-term		3	
Jurisdiction		Future ADT		Future Functional Class				Coordinate With	
City of Mkto		N/A		N/A				Other transit providers	
General Location						Primary Responsibility		City of Mankato	
System wide									
Recommendations									
Mankato Heartland Express should invite other transit providers and medical transit providers to an annual meeting where the agencies, users and businesses can identify services provided and look for opportunities to coordinate services.									
Notes									
Lack of coordination can lead to duplication of services in some areas and lack of services in others.									

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26-Jun-03

ISSUE				More convenient common transfer location for local and regional transit services				Issue No*		012	
								Priority		2	
Issue Type		Existing ADT		Existing Functional Class		Status		Coordination**		3	
Other		N/A		N/A		Mid-term		Coordinate With			
Jurisdiction		Future ADT		Future Functional Class				Mn/DOT, BEC, Nicollet Co, City of North Mankato			
City of Mkto		N/A		N/A							
General Location						Primary Responsibility		City of Mankato			
Not determined											
Recommendations											
Based on the City of Mankato's Transit Study, one central transfer location should be identified for rural trips to connect with the existing Mankato transit system for movement within Mankato.											
Notes											
To the best of our knowledge, a transfer location has not been identified; however, some routes within the system have been consolidated in response to the demand.											

ISSUE Need for intermodal switching facility (rail/truck).				Issue No*	O13
				Priority	3
Issue Type	Existing ADT	Existing Functional Class	Status	Coordination**	1
Other	N/A	N/A	Long-term	Coordinate With	
Jurisdiction	Future ADT	Future Functional Class			
Unknown	N/A	N/A			
General Location			Primary Responsibility	City of Mankato	
The only logical location for a piggyback transfer station is on the DM&E line near the Eastwood Industrial Park.					
Recommendations					
Rail companies don't provide this type of service on this rail corridor. There is little demand for it at this time. If the need arises this issue should be explored further.					
Notes					
This issue was raised with the railroads. The railroads showed little interest in pursuing piggyback facilities for this corridor due to lack of demand (business needs).					

ISSUE				Airport expansion		Issue No*		O3	
						Priority		2	
Issue Type		Existing ADT		Existing Functional Class		Status		Coordination**	
Other		N/A		N/A		Long-term		2	
Jurisdiction		Future ADT		Future Functional Class				Coordinate With	
City of Mkto		N/A		N/A				Mn/DOT, Blue Earth County, Le Sueur County	
General Location						Primary Responsibility		City of Mankato	
Mankato Area Airport									
Recommendations									
Roadway facilities should be consistent with recommendations outlined in the approved airport master plan or airport layout plan.									
Notes									
Runway extension planned for in 2004-2005. Mankato has not been identified as a potential regional air cargo facility at this time.									

*Issue numbers are not sequential due to reorganization and consolidation of issues.

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3 = Project requires close coordination, potential joint funding agreements.

Table B2 Issues by Type

26-Jun-03

ISSUE Access to ISJ Hospital				Issue No*	O4
				Priority	2
Issue Type	Existing ADT	Existing Functional Class	Status	Coordination**	1
Other	N/A	N/A		Coordinate With	
				ISJ Hospital	
Jurisdiction	Future ADT	Future Functional Class			
City of Mkto	N/A	N/A			
General Location			Primary Responsibility	City of Mankato	
Dickinson Street and Main Street					
Recommendations					
Explore the feasibility of adding a turn lane at the hospital entrance.					
Notes					

ISSUE Access to ISJ Hospital				Issue No*	O5
				Priority	2
Issue Type	Existing ADT	Existing Functional Class	Status Mid-term	Coordination**	1
Other	N/A	N/A		Coordinate With	
Jurisdiction	Future ADT	Future Functional Class			
City of Mkto	N/A	N/A			
General Location			Primary Responsibility	City of Mankato	
Near ISJ Hospital					
Recommendations					
Consider removing on-street parking on Dane Street and Dickinson Street. Also explore adding intersections at Belle Avenue, Marsh Street, Andrews Drive, Emerson Lane and Main Street. A traffic study should be used to analyze the feasibility of these changes.					
Notes					
Area parking should be included as part of the analysis.					

ISSUE				Lamm Street access to Riverfront Drive		Issue No*		O6	
						Priority		1	
Issue Type		Existing ADT		Existing Functional Class		Status		Coordination**	
Other		N/A		N/A		Short-term		1	
Jurisdiction		Future ADT		Future Functional Class				Coordinate With	
City of Mkto		N/A		N/A					
General Location						Primary Responsibility		City of Mankato	
Lamm Street - at potential intersection with Riverfront Drive									
Recommendations									
A traffic study should be completed to identify impacts to traffic volumes on Riverfront Drive, as well as impacts to access spacing guidelines. Consider comprehensive access management study for Riverfront Drive.									
Notes									
The goal of the access study should be to make access more consistent with functional classification.									

*Issue numbers are not sequential due to reorganization and consolidation of issues.

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Table B2 Issues by Type

26-Jun-03

ISSUE Extension of sewer service

Issue No* 07

Priority 1

<i>Issue Type</i>	<i>Existing ADT</i>	<i>Existing Functional Class</i>	<i>Status</i>	<i>Coordination**</i>	3
Other	N/A	N/A	Short-term	<i>Coordinate With</i>	
<i>Jurisdiction</i>	<i>Future ADT</i>	<i>Future Functional Class</i>		Le Sueur County and Blue Earth County	
City of Mkto	N/A	N/A			
General Location			Primary Responsibility	City of Mankato	

Lake Washington area

Recommendations

Extension of sewer service should be pursued to address environmental concerns; not to encourage sprawl in rural areas.

Notes

Le Sueur County is concerned about environmental issues with private septic systems adjacent to Lake Washington. Would also like to serve some limited new development around the lake.

ISSUE Extension of sewer service

Issue No* 08

Priority 1

<i>Issue Type</i>	<i>Existing ADT</i>	<i>Existing Functional Class</i>	<i>Status</i>	<i>Coordination**</i>	1
Other	N/A	N/A	Long-term	<i>Coordinate With</i>	
<i>Jurisdiction</i>	<i>Future ADT</i>	<i>Future Functional Class</i>		Blue Earth County and Rapidan Township	
City of Mkto	N/A	N/A			
General Location			Primary Responsibility	City of Mankato	

BEC CSAH 9 and BEC CSAH 33

Recommendations

Extension of sewer service should be pursued to address environmental concerns; not to encourage sprawl or additional growth in rural areas.

Notes

Desire of Rapidan for services.

ISSUE Extension of sewer services

Issue No* 09

Priority 2

<i>Issue Type</i>	<i>Existing ADT</i>	<i>Existing Functional Class</i>	<i>Status</i>	<i>Coordination**</i>	1
Other	N/A	N/A	Long-term	<i>Coordinate With</i>	
<i>Jurisdiction</i>	<i>Future ADT</i>	<i>Future Functional Class</i>		Mankato Township and Blue Earth County	
City of Mkto	N/A	N/A			
General Location			Primary Responsibility	City of Mankato	

Mount Kato

Recommendations

Extend utilities as development occurs. If utilities are needed to mitigate an environmental concern, the City of Mankato could review its policy with regard to utility extension.

Notes

Desire by facility to be on city water and sewer will set schedule.

*Issue numbers are not sequential due to reorganization and consolidation of issues.

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Table B2 Issues by Type

26-Jun-03

ISSUE				TH 169 gateway/beautification		Issue No*		O14	
						Priority		2	
Issue Type		Existing ADT		Existing Functional Class		Status		Coordination**	
Other		20,000		Principal Arterial		Long-term		1	
Jurisdiction		Future ADT		Future Functional Class				Coordinate With	
Mn/DOT		35,000		Principal Arterial				Mankato, North Mankato, BEC and Nicollet County	
General Location						Primary Responsibility		Mn/DOT	
TH 169 entering the cities of Mankato and North Mankato									
Recommendations									
Explore the potential for aesthetic enhancements as improvements along TH 169 are made near TH 14 and Lind/Webster.									
Notes									
Suggested that landscaping could be improved to make a gateway into the Mankato area.									

ISSUE				Blowing and drifting snow along TH 14		Issue No*		O15	
						Priority		3	
Issue Type		Existing ADT		Existing Functional Class		Status		Coordination**	
Other		N/A		N/A		Mid-term		3	
Jurisdiction		Future ADT		Future Functional Class				Coordinate With	
Private		N/A		N/A				Nicollet County, City of N. Mankato and Mn/DOT	
General Location						Primary Responsibility		Private - WisPak and Taylor Corp	
North Mankato industrial area									
Recommendations									
Mn/DOT to provide information to businesses; need to find private leader to take initiative.									
Notes									
Interest in cooperating with Mn/DOT to develop snow fences in North Mankato industrial area.									

ISSUE				Growth in South Bend Township		Issue No*		O16	
						Priority		1	
Issue Type		Existing ADT		Existing Functional Class		Status		Coordination**	
Other		N/A		N/A		Short-term		3	
Jurisdiction		Future ADT		Future Functional Class				Coordinate With	
SB Twp		N/A		N/A				Blue Earth County and City of Mankato	
General Location						Primary Responsibility		South Bend Township	
In growth areas near the City of Mankato									
Recommendations									
South Bend should work with Blue Earth County and Mankato to plan for long-term growth. If appropriate, an annexation agreement should be developed. Explore joint representation on planning commissions that review and approve development in growth areas.									
Notes									

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Table B2 Issues by Type

26-Jun-03

ISSUE				Increase in demand for emergency response services		Issue No*		S1	
						Priority		1	
Issue Type		Existing ADT		Existing Functional Class		Status		Coordination**	
Safety		N/A		N/A		Short-term		1	
Jurisdiction		Future ADT		Future Functional Class				Coordinate With	
All		N/A		N/A					
General Location						Primary Responsibility		All	
System wide									
Recommendations									
Local agencies will need to make staffing case to elected officials.									

Notes

Calls for emergency response have increased approximately 10 percent; however, there has been no increase in budget or personnel. The increase in the number of emergency response calls means routine enforcement is decreased.

ISSUE				Course of action in short-term for high-crash intersections/segments in study area		Issue No*		S2	
						Priority		1	
Issue Type		Existing ADT		Existing Functional Class		Status		Coordination**	
Safety		N/A		N/A		Short-term		0	
Jurisdiction		Future ADT		Future Functional Class				Coordinate With	
All		N/A		N/A					
General Location						Primary Responsibility		All	
High-crash intersections and segments throughout the study area.									
Recommendations									
Review signing, striping, access and enforcement until long-term solutions implemented.									

Notes

ISSUE				Traffic enforcement		Issue No*		S3	
						Priority		1	
Issue Type		Existing ADT		Existing Functional Class		Status		Coordination**	
Safety		N/A		N/A		Short-term		1	
Jurisdiction		Future ADT		Future Functional Class				Coordinate With	
All		N/A		N/A					
General Location						Primary Responsibility		All	
System wide									
Recommendations									
Target high problem areas or conduct saturation patrols to increase level of effectiveness and visibility for costs incurred.									

Notes

Recent budget constraints and increases in the number of calls for emergency response limit enforcement of traffic violations.

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Table B2 Issues by Type

26-Jun-03

ISSUE				Increase in train speeds, length and weight - impact on crossing safety		Issue No*		S4	
						Priority		1	
Issue Type		Existing ADT		Existing Functional Class		Status		Coordination**	
Safety		N/A		N/A		Short-term		1	
Jurisdiction		Future ADT		Future Functional Class				Coordinate With	
All		N/A		N/A					
General Location						Primary Responsibility		All	
Regional									
Recommendations									
With change in rail operations, it is important to check crossings in area to make sure that sight distance and warning signs are present. Crossing consolidation should be emphasized if crossings are duplicated or infrequently used.									
Notes									
DM&E indicated that it is planning to upgrade track to 49 mph. Union Pacific is also making improvements to its line.									

ISSUE				Lack of system coordination between emergency response agencies		Issue No*		S5	
						Priority		1	
Issue Type		Existing ADT		Existing Functional Class		Status		Coordination**	
Safety		N/A		N/A		Mid-term		3	
Jurisdiction		Future ADT		Future Functional Class				Coordinate With	
All		N/A		N/A				All	
General Location						Primary Responsibility		All	
System wide									
Recommendations									
Implement recommendations developed as part of the Mankato Area TOCCs.									
Notes									
Minnesota state troopers use a different system than local law enforcement officials. This makes it difficult to coordinate response and follow-up efforts.									

ISSUE				Red Jacket Trail crossing on Doc Jones Road		Issue No*	S10
						Priority	3
Issue Type	Existing ADT	Existing Functional Class	Status	Coordination**	1		
Safety	N/A	Major Collector	Short-term	Coordinate With			
Jurisdiction	Future ADT	Future Functional Class		City of Mankato			
BEC	3,000	Minor Arterial					
General Location			Primary Responsibility	Blue Earth County			
Intersection of Red Jacket Trail with Doc Jones Rd.							
Recommendations							
Post signage on the Red Jacket Trail and Doc Jones Road. Trim trees near the intersection to improve visibility. Long-term improvements, a box culvert for grade separation, can be made when Doc Jones is upgraded.							
Notes							
Blue Earth County has recently completed Red Jacket Trail crossing signing and has trimmed the trees.							

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Table B2 Issues by Type

26-Jun-03

ISSUE				Rail crossing safety on BEC CSAH 3		Issue No*		S11	
						Priority		1	
Issue Type		Existing ADT		Existing Functional Class		Status		Coordination**	
Safety		1,050-1,250		Minor Collector		Short-term		1	
								Coordinate With	
Jurisdiction		Future ADT		Future Functional Class				DM&E	
BEC		3,000-10,000		Minor Collector					
General Location						Primary Responsibility		Blue Earth County	
Rail crossing: BEC CSAH 3									
Recommendations									
Check appropriateness of warning devices and clear brush to improve visibility of approaching trains.									

Notes

About six to seven buses use BEC CSAH 3/CSAH 86 on school days. Increased traffic volumes. BEC has requested evaluation from Mn/DOT on these crossings.

ISSUE				Rail crossing safety at BEC CSAH 86		Issue No*	S12
						Priority	2
Issue Type		Existing ADT	Existing Functional Class	Status	Coordination**	1	
Safety		1,250	Minor Collector	Long-term	Coordinate With		
Jurisdiction		Future ADT	Future Functional Class		Railroad		
BEC		3,000	Minor Collector				
General Location				Primary Responsibility	Blue Earth County		
BEC CSAH 86							
Recommendations							
Work with the railroad to determine if gates are warranted. Long-term, the access in the area should be evaluated with regard to the airport. If this roadway is selected as the main road to the airport, consider a grade separation.							
Notes							
The crossing has visibility issues, as well as geometric issues.							

ISSUE Railroad blocks BEC CSAH 12 (Industrial Road)				Issue No*	S13
				Priority	3
Issue Type	Existing ADT	Existing Functional Class	Status	Coordination**	1
Safety	2,400	Major Collector	Short-term	Coordinate With	
Jurisdiction	Future ADT	Future Functional Class		City of Mankato, Union Pacific and DM&E	
BEC	6,500	Major Collector			
General Location			Primary Responsibility	Blue Earth County	
BEC CSAH 12 (Industrial Park Road) - at intersection with railroad (near scrap dealer)					
Recommendations					
BEC to monitor problems. Consider spur realignment to eliminate two crossings.					
Notes					
Area serves as switching area and trains travel at slower speeds.					

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Table B2 Issues by Type

26-Jun-03

ISSUE Limited visibility and speed issues on BEC CSAH 16 (Stoltzman Rd) intersections (in area of Doc Jones Road)				Issue No*	S14
				Priority	2
Issue Type	Existing ADT	Existing Functional Class	Status	Coordination**	2
Safety	4,700	Minor Arterial		Coordinate With	City of Mankato
Jurisdiction	Future ADT	Future Functional Class			
BEC	10,000	Minor Arterial			
General Location			Primary Responsibility	Blue Earth County	
BEC CSAH 16 (Stoltzman Rd) - near Doc Jones Road					
Recommendations					
Reconstruct curves to correct superelevation problems and sight problems. Improvements should conform to long-term objectives for BEC CSAH 16 (capacity, trails/paths).					
Notes					
Curve on BEC CSAH 16 (Stoltzman Rd) near Doc Jones Rd. intersection limits visibility, questionable superelevation and speed is a problem. Also need to address pedestrian needs along route.					

ISSUE				Segment safety BEC CSAH 17		Issue No*	S15
						Priority	1
Issue Type	Existing ADT	Existing Functional Class	Status	Coordination**	2		
Safety	890-6,000	Minor Arterial		Coordinate With			
Jurisdiction	Future ADT	Future Functional Class		City of Mankato			
BEC	1,400-12,000	Minor Arterial					
General Location			Primary Responsibility	Blue Earth County			
BEC CSAH 17 from TH 22 to TH 60							
Recommendations							
This segment of old TH 14 will be upgraded in the future using turnback funds. This is one of the busier facilities in the region; therefore, good access spacing, shoulders and turn lanes should be provided.							
Notes							
SRF analysis indicated that this is a high-crash segment from TH 22 to BEC CSAH 12 ext. only.							

ISSUE				Segment safety BEC CSAH 5		Issue No*		S16	
						Priority		2	
Issue Type		Existing ADT		Existing Functional Class		Status		Coordination**	
Safety		9,800		Minor Arterial		Mid-term		2	
Jurisdiction		Future ADT		Future Functional Class				Coordinate With	
BEC		15,000		Minor Arterial				City of Mankato	
General Location						Primary Responsibility		Blue Earth County	
BEC CSAH 5 - TH 14 to Lind Street									
Recommendations									
City and BEC to review signing, access locations, transition in number of lanes and enforcement efforts. Consider rebuilding to current standards.									
Notes									

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Table B2 Issues by Type

26-Jun-03

ISSUE				Safety on BEC CSAH 5 north of Mankato (narrow section, steeper slopes)		Issue No*		S17	
						Priority		2	
Issue Type		Existing ADT		Existing Functional Class		Status		Coordination**	
Safety		5,100		Major Collector		Long-term		2	
Jurisdiction		Future ADT		Future Functional Class				Coordinate With	
BEC		8,500		Major Collector				LeSueur Co	
General Location						Primary Responsibility		Blue Earth County	
BEC CSAH 5 - North of Mankato									
Recommendations									
Improvements to cross-section (shoulders) and visibility to right-of-way line should be considered. Consider rebuilding to current design standards.									
Notes									
BEC CSAH 5 is an important connection to Mankato for residents in Le Sueur County. Improving CSAH 5 and CSAH 21 may relieve some of the pressure on TH 22.									

ISSUE Pedestrian safety BEC CSAH 60 (Stadium Road)				Issue No*	S6
				Priority	1
Issue Type	Existing ADT	Existing Functional Class	Status	Coordination**	3
Safety	8,000 - 16,000	Minor Arterial	Short-term	Coordinate With	
Jurisdiction	Future ADT	Future Functional Class		City of Mankato and MSU	
BEC	15,000 - 20,000	Minor Arterial			
General Location			Primary Responsibility	Blue Earth County	
Near MSU campus					
Recommendations					
As a short-term solution, median treatments and fencing will be installed to prevent students from crossing mid-block. Long-term solutions need to be developed and implemented to prevent a similar incident from recurring.					
Notes					
Two pedestrians were recently killed. This incident has prompted MSU to look at long-term solutions of rerouting traffic and separating pedestrian and vehicle traffic. MSU is working with BEC.					

ISSUE MSU students crossing without regard to traffic control devices and designated crossing locations.				Issue No*	S7
				Priority	1
<i>Issue Type</i>	<i>Existing ADT</i>	<i>Existing Functional Class</i>	<i>Status</i>	<i>Coordination**</i>	3
Safety			Short-term	<i>Coordinate With</i>	
<i>Jurisdiction</i>	<i>Future ADT</i>	<i>Future Functional Class</i>		City of Mankato and MSU	
BEC					
<i>General Location</i>			<i>Primary Responsibility</i>	Blue Earth County	
CSAH 60 (Stadium Rd) from Ellis Avenue to BEC CSAH 8 (Monks Ave.)					
<i>Recommendations</i>					
Consolidate access and pedestrian crossings locations. Install median fencing to prevent students from crossing mid-block. Look at long-term pedestrian and parking solutions.					
<i>Notes</i>					
This will be a problem until pedestrian and vehicle movements are separated. MSU is now working with BEC and the City of Mankato on a long-term solution. Capacity should be evaluated at this time as well.					

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Table B2 Issues by Type

26-Jun-03

ISSUE				High speeds on BEC CSAH 90		Issue No*		S8	
						Priority		3	
Issue Type		Existing ADT		Existing Functional Class		Status		Coordination**	
Safety		1,850-3,850		Minor Arterial		Short-term		1	
Jurisdiction		Future ADT		Future Functional Class				Coordinate With	
BEC		7,000-9,500		Minor Arterial					
General Location						Primary Responsibility		Blue Earth County	
BEC CSAH 90 from TH 22 to TH 169									
Recommendations									
BEC CSAH 90 was constructed as a southern bypass to Mankato. As such, it is intended to provide a highlevel of mobility (high-speed) with minimal stops or delays. Consider increased traffic enforcement.									
Notes									
Most rural intersections have turn lanes and have street lights. Volumes are such that plenty of gaps should exist for side street traffic.									

ISSUE				High speeds on BEC CSAH 8		Issue No*		S9	
						Priority		2	
Issue Type		Existing ADT		Existing Functional Class		Status		Coordination**	
Safety		N/A		N/A		Short-term		2	
Jurisdiction		Future ADT		Future Functional Class				Coordinate With	
BEC		N/A		N/A				City of Mnakato	
General Location						Primary Responsibility		Blue Earth County	
BEC CSAH 8 from 5th St. to BEC CSAH 90									
Recommendations									
Conduct speed study; city is installing sidewalks to reduce level of conflicts.									
Notes									
A portion of this facility was recently widened. Some complaints are result of not having sidewalks.									

ISSUE				Ability of emergency response vehicles to get to crash sites		Issue No*		S18	
						Priority		1	
Issue Type		Existing ADT		Existing Functional Class		Status		Coordination**	
Safety		N/A		N/A		Short-term		2	
Jurisdiction		Future ADT		Future Functional Class				Coordinate With	
City of Mkto		N/A		N/A				Mn/DOT and Blue Earth County	
General Location						Primary Responsibility		City of Mankato	
TH 22, Madison Avenue near the mall									
Recommendations									
Install emergency vehicle preemption (EVP) technology on city and county controlled traffic signals. Support Adams Street and other alternate route options.									
Notes									
City is working on plans to install EVP technology on Madison Avenue traffic signals. The Victory Drive extension will alleviate this situation; however, the Victory Drive is mid- to long-term.									

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Table B2

Issues by Type

26-Jun-03

ISSUE				Crosswalk at Marsh St. and Division St. is in wrong location		Issue No*		S19	
						Priority		2	
Issue Type		Existing ADT		Existing Functional Class		Status		Coordination**	
Safety						Short-term		1	
Jurisdiction		Future ADT		Future Functional Class				Coordinate With	
City of Mkto								Bethany	
General Location						Primary Responsibility		City of Mankato	
Intersection of Marsh St. and Division St.									
Recommendations									
Work with Bethany College to identify a location that will better serve students.									
Notes									

ISSUE				Lack of sidewalks on both sides of the road on four-lane streets in residential areas (Mankato)		Issue No*	S20
						Priority	2
Issue Type		Existing ADT	Existing Functional Class	Status	Coordination**	2	
Safety		N/A	N/A	Short-term	Coordinate With		
Jurisdiction		Future ADT	Future Functional Class	Blue Earth County			
City of Mkto		N/A	N/A				
General Location				Primary Responsibility	City of Mankato		
System wide							
Recommendations							
Identify locations where four-lane facilities are located. In areas that are developing, include sidewalks or trails on both sides of the road where existing or projected volumes exceed 10,000 vehicles per day.							
Notes							
The lack of sidewalks has been identified as a concern by school bus drivers during winter months when there is snow. Location cited by school bus companies. BEC CSAH 8 (Monks Road) will have sidewalks installed 2003.							

ISSUE				Trail connection between BEC CSAH 90 and MSU		Issue No*	S21
						Priority	1
Issue Type	Existing ADT	Existing Functional Class	Status	Coordination**	3		
Safety	1,050-5,700	Minor Arterial		Coordinate With			
Jurisdiction	Future ADT	Future Functional Class		Blue Earth County			
City of Mkto	3,500-10,000	Minor Arterial					
General Location			Primary Responsibility	City of Mankato			
Along BEC CSAH 8 (Monks Ave.) from BEC CSAH 90 to BEC CSAH 60 (Stadium Drive)							
Recommendations							
Add trail connection as development occurs.							
Notes							
Sidewalks/trail being added on BEC CSAH 8 (Monks Ave.) out to 200th Avenue (Schostag Road).							

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Table B2 Issues by Type

26-Jun-03

ISSUE				Intersection safety Fourth Street and Main Street		Issue No*		S22	
						Priority		1	
Issue Type		Existing ADT		Existing Functional Class		Status		Coordination**	
Safety		N/A		N/A		Short-term		1	
Jurisdiction		Future ADT		Future Functional Class				Coordinate With	
City of Mkto		N/A		N/A					
General Location						Primary Responsibility		City of Mankato	
Intersection of Fourth Street and Main Street									
Recommendations									
Consider replacing existing poles with those that have masts.									

Notes

SRF analysis indicates this is a high-crash intersection. Crashes may be caused by drivers viewing the Mulberry signal rather than the Fourth Street signal. City recently retimed signal to coordinate with Mulberry Street.

ISSUE Intersection safety Raintree Road and River Hills Mall entrance				Issue No*	S23	
				Priority	2	
Issue Type	Existing ADT	Existing Functional Class	Status	Coordination**	1	
Safety	7,600	Local		Short-term	Coordinate With	
Jurisdiction	Future ADT	Future Functional Class			River Hills Mall	
City of Mkto	12,000	Collector				
General Location			Primary Responsibility	City of Mankato		
Intersection of Raintree Rd. and River Hills Mall entrance						
Recommendations						
Consider moving/shifting mall entrance and other access point further north/west to gain better intersection spacing and stacking room.						
Notes						
Crossing the road is difficult due to off-set driveways.						

ISSUE Intersection safety Madison Avenue corridor				Issue No*	S24
				Priority	1
Issue Type	Existing ADT	Existing Functional Class	Status	Coordination**	1
Safety	18,100 - 25,000	Principal Arterial		Coordinate With	
Jurisdiction	Future ADT	Future Functional Class			
City of Mkto	24,000 - 30,000	Principal Arterial			
General Location			Primary Responsibility	City of Mankato	
Madison Avenue and Riverfront Drive, Victory Drive, Long Street					
Recommendations					
Review crash reports to determine if there are known crash causes that can be addressed (i.e., visibility issues, geometric issues, etc.).					
Review signal timing on and access to Madison Avenue.					
Notes					
A high number of rear-end crashes were recorded for these intersections. One fatality and three severe injury crashes occurred at Riverfront Drive.					

*Issue numbers are not sequential due to reorganization and consolidation of issues.

** 1 = Mostly isolated projects. 2 = May affect other projects/systems; some coordination required.

3 = Project requires close coordination, potential joint funding agreements.

Table B2 Issues by Type

26-Jun-03

ISSUE Intersection safety Madison Avenue corridor

Issue No* S25

Priority 1

<i>Issue Type</i>	<i>Existing ADT</i>	<i>Existing Functional Class</i>	<i>Status</i>	<i>Coordination**</i>	1
Safety	18,100 - 25,000	Principal Arterial		<i>Coordinate With</i>	
<i>Jurisdiction</i>	<i>Future ADT</i>	<i>Future Functional Class</i>			
City of Mkto	24,000 - 30,000	Principal Arterial			
General Location			Primary Responsibility	City of Mankato	

Madison Avenue and Sioux Road, Broad Street and Raintree Road

Recommendations

Review crash reports to determine if there are known crash causes that can be addressed (i.e., visibility issues, geometric issues, signal timing, etc.).

Notes

Many of the crashes at these locations were right-angle crashes. Injuries were reported in 34 percent of the crashes.

ISSUE Intersection safety Warren Street and Riverfront Drive

Issue No* S26

Priority 1

<i>Issue Type</i>	<i>Existing ADT</i>	<i>Existing Functional Class</i>	<i>Status</i>	<i>Coordination**</i>	1
Safety			Short-term	<i>Coordinate With</i>	
<i>Jurisdiction</i>	<i>Future ADT</i>	<i>Future Functional Class</i>			
City of Mkto					
General Location			Primary Responsibility	City of Mankato	

Warren Street and Riverfront Drive

Recommendations

Review crash reports to determine if there are known crash causes that can be addressed (i.e., visibility issues, geometric issues, signal timing, etc.).

Notes

This intersection has a high number of right-angle and rear-end crashes. Injuries were reported in 21 percent of the crashes.

ISSUE Segment safety Van Brunt Street

Issue No* S27

Priority 2

<i>Issue Type</i>	<i>Existing ADT</i>	<i>Existing Functional Class</i>	<i>Status</i>	<i>Coordination**</i>	3
Safety	5,000	Collector	Short-term	<i>Coordinate With</i>	
<i>Jurisdiction</i>	<i>Future ADT</i>	<i>Future Functional Class</i>		Mn/DOT	
City of Mkto	6,000	Collector			
General Location			Primary Responsibility	City of Mankato	

Van Brunt Street from BEC CSAH 16 (Stoltzman Rd) to Center Street

Recommendations

Consider changing this roadway from a one-way to a two-way to create a friction of movement, which should calm traffic. Consider removing Van Brunt from the State Aid system.

Notes

*Issue numbers are not sequential due to reorganization and consolidation of issues.

** 1 = Mostly isolated projects. 2 = May affect other projects/systems; some coordination required.

3 = Project requires close coordination, potential joint funding agreements.

Table B2 Issues by Type

26-Jun-03

ISSUE				Segment safety Pleasant Street		Issue No*		S28	
						Priority		2	
Issue Type		Existing ADT		Existing Functional Class		Status		Coordination**	
Safety						Short-term		1	
Jurisdiction		Future ADT		Future Functional Class				Coordinate With	
City of Mkto									
General Location						Primary Responsibility		City of Mankato	
Pleasant Street from BEC CSAH 16 (Stoltzman Rd) to Highland Street									
Recommendations									
Convert this roadway from a one-way to a two-way facility. Parking will need to be removed.									
Notes									
City developed recommendation. This action may increase through traffic.									

ISSUE				Segment safety 2nd Street		Issue No*	S29
						Priority	3
Issue Type	Existing ADT	Existing Functional Class	Status	Coordination**	1		
Safety	2,750	Collector	Short-term	Coordinate With			
Jurisdiction	Future ADT	Future Functional Class					
City of Mkto	5,000	Collector					
General Location			Primary Responsibility	City of Mankato			
2nd St. from Cherry to Warren							
Recommendations							
Monitor the number, type and severity of crashes along this corridor to determine if there is a safety problem and identify potential solutions.							
Notes							
This facility was recently converted from a four-lane facility to a three-lane facility with parking.							

ISSUE				Segment safety Balcerzak Drive		Issue No*		S30	
						Priority		3	
Issue Type		Existing ADT		Existing Functional Class		Status		Coordination**	
Safety		10,300		Minor Arterial		Short-term		1	
Jurisdiction		Future ADT		Future Functional Class				Coordinate With	
City of Mkto		14,000		Minor Arterial					
General Location						Primary Responsibility		City of Mankato	
Balcerzak Drive - from Monks Avenue to Warren Street									
Recommendations									
Signal being proposed for Balcerzak Drive and Warren Street intersection.									
Notes									
Signal at Warren may improve safety by creating gaps for pedestrians along Warren Street south of the intersection. SRF analysis indicated that this in not a high-crash segment.									

*Issue numbers are not sequential due to reorganization and consolidation of issues.

** 1 = Mostly isolated projects. 2 = May affect other projects/systems; some coordination required.

3 = Project requires close coordination, potential joint funding agreements.

Table B2 Issues by Type

26-Jun-03

ISSUE				Segment safety Madison Avenue		Issue No*		S31	
						Priority		2	
Issue Type		Existing ADT		Existing Functional Class		Status		Coordination**	
Safety		20,550		Principal Arterial		Mid-term		2	
Jurisdiction		Future ADT		Future Functional Class				Coordinate With	
City of Mkto		27,000		Principal Arterial				BEC	
General Location						Primary Responsibility		City of Mankato	
Madison Avenue - from Long Street to Victory Drive									
Recommendations									
Segment has more local access than other portions of Madison Avenue. Develop plan for access consolidation or consider a median extension.									
Notes									

ISSUE				Segment safety Commerce Drive		Issue No*	S32
						Priority	1
Issue Type	Existing ADT	Existing Functional Class	Status	Coordination**	1		
Safety	2,750-6,000	Collector	Short-term	Coordinate With			
Jurisdiction	Future ADT	Future Functional Class					
City of N. Mkto	5,000-8,000	Collector					
General Location			Primary Responsibility	City of North Mankato			
Commerce Drive- from Nicollet County CSAH 13 to Lor Ray Drive							
Recommendations							
Review corridor to determine potential for consolidating access.							
Notes							
Number and location of access points poses a safety concern as traffic volumes increase. Too many driveways and off-setting driveways make driving through difficult. Turning onto or off Commerce is also difficult.							

ISSUE				Segment safety Center Street		Issue No*	S33
						Priority	1
Issue Type	Existing ADT	Existing Functional Class	Status	Coordination**	1		
Safety	2,200	Minor Arterial		Coordinate With			
Jurisdiction	Future ADT	Future Functional Class					
City of N. Mkto	3,000	Minor Arterial		Primary Responsibility	City of North Mankato		
General Location							
Center Street - Belgrade Avenue to TH 169							
Recommendations							
This segment is a short segment, therefore the crash rates are exaggerated. There were seven crashes in a 3 year period on this segment. The city should monitor future crashes.							
Notes							
SRF analysis indicated this segment was a high-crash segment.							

*Issue numbers are not sequential due to reorganization and consolidation of issues.

** 1 = Mostly isolated projects. 2 = May affect other projects/systems; some coordination required.

3 = Project requires close coordination, potential joint funding agreements.

Table B2 Issues by Type

26-Jun-03

ISSUE Intersection safety TH 169 near Dairy Queen

Issue No* S34

Priority 2

<i>Issue Type</i>	<i>Existing ADT</i>	<i>Existing Functional Class</i>	<i>Status</i>	<i>Coordination**</i>	3
Safety	12,600	Principal Arterial	Mid-term	<i>Coordinate With</i>	
<i>Jurisdiction</i>	<i>Future ADT</i>	<i>Future Functional Class</i>		Nicollet County	
Mn/DOT	15,800	Principal Arterial			
<i>General Location</i>			<i>Primary Responsibility</i>	Mn/DOT	

TH 169 near Dairy Queen (two miles north of TH 14)

Recommendations

Consider working with local units of government to remove Dairy Queen (close access).

Notes

Dairy Queen property has septic problems. Non-conforming use.

ISSUE Intersection safety TH 14 and TH 169 interchange

Issue No* S35

Priority 1

<i>Issue Type</i>	<i>Existing ADT</i>	<i>Existing Functional Class</i>	<i>Status</i>	<i>Coordination**</i>	1
Safety			Mid-term	<i>Coordinate With</i>	
<i>Jurisdiction</i>	<i>Future ADT</i>	<i>Future Functional Class</i>			
Mn/DOT					
<i>General Location</i>			<i>Primary Responsibility</i>	Mn/DOT	

TH 14 and TH 169 interchange

Recommendations

Make recommended design improvements to the interchange.

Notes

Concepts for improvements to the interchange were developed as part of the original MATAPS plan. Most crashes were rear-end crashes.

ISSUE Intersection safety TH 22 corridor

Issue No* S36

Priority 1

<i>Issue Type</i>	<i>Existing ADT</i>	<i>Existing Functional Class</i>	<i>Status</i>	<i>Coordination**</i>	1
Safety	14,400 - 30,300	Principal Arterial		<i>Coordinate With</i>	
<i>Jurisdiction</i>	<i>Future ADT</i>	<i>Future Functional Class</i>		City of Mankato	
Mn/DOT	25,000 - 53,000	Principal Arterial			
<i>General Location</i>			<i>Primary Responsibility</i>	Mn/DOT	

TH 22 at Adams Street, Madison Avenue and TH 14

Recommendations

Recently implemented signal timing may reduce queuing and rear-end crashes at the intersections. As traffic volumes increase, additional through lanes may be needed to keep queuing distances shorter.

Notes

Most of the crashes were rear-end crashes with property damage. Injuries were recorded in 28 percent of the incidents, including one fatality.

*Issue numbers are not sequential due to reorganization and consolidation of issues.

** 1 = Mostly isolated projects. 2 = May affect other projects/systems; some coordination required.

3 = Project requires close coordination, potential joint funding agreements.

Table B2

Issues by Type

26-Jun-03

ISSUE				Need to improve signage near BEC CSAH 33 and TH 169		Issue No*		S37	
						Priority		1	
Issue Type		Existing ADT		Existing Functional Class		Status		Coordination**	
Safety		18,300-20,500		Principal Arterial		Short-term		1	
Jurisdiction		Future ADT		Future Functional Class				Coordinate With	
Mn/DOT		26,000		Principal Arterial				Blue Earth County, South Bend Township	
General Location						Primary Responsibility		Mn/DOT	
TH 169 and BEC CSAH 33 intersection.									
Recommendations									
Review signing and striping at this location.									
Notes									

ISSUE				Mankato West students illegally crossing the road		Issue No*		S38	
						Priority		2	
Issue Type		Existing ADT		Existing Functional Class		Status		Coordination**	
Safety		23,700		Principal Arterial		Short-term		1	
Jurisdiction		Future ADT		Future Functional Class				Coordinate With	
School District		30,000		Principal Arterial				City of Mankato	
General Location						Primary Responsibility		School District	
Riverfront Dr. from BEC CSAH 16 (Stoltzman Rd.) to Popular Ave.									
Recommendations									
Depending on severity of problem, consider using crossing guards along intersections with Riverfront Dr. before school, during lunch and after school; provide information at homeroom on proper crossing area/procedures.									
Notes									
The installation of a fence has helped the problem; however, Mankato West students still illegally cross the road against traffic control devices.									

ISSUE				On-road bicycle facilities (transportation and recreational function)		Issue No*		SY1	
						Priority		1	
Issue Type		Existing ADT		Existing Functional Class		Status		Coordination**	
System		NA		NA		Short-term		3	
Jurisdiction		Future ADT		Future Functional Class				Coordinate With	
All		NA		NA					
General Location						Primary Responsibility		All	
System wide									
Recommendations									
Develop an overall trail and on-road bicycle system. Coordinate connections between recreational and transportation uses.									
Notes									
Much emphasis has been placed on identifying recreational bicycle routes, while little attention has been paid to on-road facilities that serve a transportation function.									

*Issue numbers are not sequential due to reorganization and consolidation of issues.

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3 = Project requires close coordination, potential joint funding agreements.

Table B2

Issues by Type

26-Jun-03

ISSUE Collector streets are needed adjacent to arterials to limit access and reduce through traffic interruptions				Issue No*	SY2
				Priority	1
<i>Issue Type</i>	<i>Existing ADT</i>	<i>Existing Functional Class</i>	<i>Status</i> Long-term	<i>Coordination**</i>	2
System	N/A	N/A		<i>Coordinate With</i>	
				Other local agencies and Mn/DOT as appropriate	
<i>Jurisdiction</i>	<i>Future ADT</i>	<i>Future Functional Class</i>			
All	N/A	N/A			
<i>General Location</i>			<i>Primary Responsibility</i>	All	

System wide

Recommendations

Limit local access to arterial streets through construction of frontage and backage roads (see future functional classification plan and access guidelines). Develop collectors as area grows and land use changes.

Notes

Issue is in proliferation of accesses along major routes. Better collector street systems would reduce the need for accesses to major arterials thus improving mainline flows and safety.

ISSUE Need for a BEC CSAH 2 extension (between TH 22 and CSAH 5)						Issue No* SY12	
						Priority 1	
Issue Type	Existing ADT	Existing Functional Class	Status Mid-term	Coordination**	2		
System	NA	NA		Coordinate With			
Jurisdiction	Future ADT	Future Functional Class		Le Sueur County			
BEC	NA	NA					
General Location			Primary Responsibility		Blue Earth County		

CSAH 2 near the Blue Earth County and Le Sueur County border

Recommendations

Extend BEC CSAH 2 between TH 22 and CSAH 5.

Notes

An extension of CSAH 2 could remove gravel traffic from Le Sueur County Road 101. This roadway has a significant amount of residential development. This land use conflicts with the gravel and mining trucks using the roadway.

ISSUE							BEC CSAH 12 extension		Issue No*		SY3
										Priority	1
Issue Type		Existing ADT		Existing Functional Class		Status		Coordination**		3	
System		NA		Major Collector		Mid-term		Coordinate With			
Jurisdiction		Future ADT		Future Functional Class				City of Mankato			
BEC		2,000 - 15,000		Major Collector							
General Location						Primary Responsibility		Blue Earth County			

Existing end of BEC CSAH 12 to TH 14

Recommendations

Extend BEC CSAH 12 to the south to connect with TH 14. A study identifying a preferred location (which side of the railroad) should be undertaken.

Notes

Railroad crossings are an issue. An alignment to the west of the railroad would reduce crossing locations. The CSAH 12 extension will act as a reliever to TH 22.

*Issue numbers are not sequential due to reorganization and consolidation of issues.

** 1 = Mostly isolated projects. 2 = May affect other projects/systems; some coordination required.

3 = Project requires close coordination, potential joint funding agreements.

Table B2

Issues by Type

26-Jun-03

ISSUE				Need for improved connection to the airport		Issue No*		SY4	
						Priority		2	
Issue Type		Existing ADT		Existing Functional Class		Status		Coordination**	
System		N/A		N/A		Long-term		3	
Jurisdiction		Future ADT		Future Functional Class				Coordinate With	
BEC		N/A		N/A				Mn/DOT, Le Sueur County, City of Mankato	
General Location						Primary Responsibility		Blue Earth County	
Mankato Regional Airport									
Recommendations									
Current level of access seems adequate for current operations; however, as additional services are added, conduct an area-wide study to evaluate long-term connections to the airport based on airport improvements identified in the airport master plan or airport layout plan.									
Notes									
Improved connections to the airport have the potential to eliminate train whistle (grade-separated crossings).									

ISSUE				Need to develop better BEC CSAH 60 (Stadium Rd) connection to Victory Dr.		Issue No*		SY5	
						Priority		1	
Issue Type		Existing ADT	Existing Functional Class		Status	Coordination**		3	
System		6,400	Minor Arterial		Short-term	Coordinate With			
Jurisdiction		Future ADT	Future Functional Class		City of Mankato				
BEC		15,000	Minor Arterial						
General Location					Primary Responsibility		Blue Earth County		
BEC CSAH 60 (Stadium Road) - Map Drive to BEC CSAH 83									
Recommendations									
Consider alignment that turns BEC CSAH 60 (Stadium Rd) to north to provide T-intersection or cross street with BEC CSAH 82 (see the concept in Appendix E).									
Notes									
The BEC Board has reviewed and approved the connection shown on the concept in Appendix E. Evaluate capacity as part of the process.									

ISSUE				Lack of north/south routes (North Mankato industrial area)		Issue No*		SY6	
						Priority		1	
Issue Type		Existing ADT		Existing Functional Class		Status		Coordination**	
System		N/A		N/A		Mid-term		2	
Jurisdiction		Future ADT		Future Functional Class				Coordinate With	
City of N. Mkto		N/A		N/A				Nicollet County	
General Location						Primary Responsibility		City of North Mankato	
North Mankato industrial area									
Recommendations									
Planned growth should access local collector streets, not major routes. Existing roadways should accommodate the new developments. North/South routes should be explored to support Nicollet CSAH 13 and Lor Ray Drive.									
Notes									
Concern over adequate roadways to serve the development in the area; especially, north-south routes.									

*Issue numbers are not sequential due to reorganization and consolidation of issues.

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3 = Project requires close coordination, potential joint funding agreements.

Table B2 Issues by Type

26-Jun-03

ISSUE				Need for improvements to Timm Road		Issue No*		SY7	
						Priority		1	
Issue Type		Existing ADT		Existing Functional Class		Status		Coordination**	
System		250		Local		Mid-term		1	
Jurisdiction		Future ADT		Future Functional Class				Coordinate With	
City of N. Mkto		500		Minor Arterial					
General Location						Primary Responsibility		City of North Mankato	
Timm Road									
Recommendations									
Improve as development occurs.									

Notes

This segment is a gravel road. The City of N. Mankato has annexed land in this area and the road will need to be improved to accommodate future development.

ISSUE				Need for pedestrian/bicycle trail connection along (along TH 22) from South Route to Hoffman Road			Issue No*	SY8
							Priority	2
Issue Type	Existing ADT	Existing Functional Class	Status	Coordination**	1			
System	5,700	Minor Arterial		Mid-term	Coordinate With			
Jurisdiction	Future ADT	Future Functional Class		Mn/DOT, City of Mankato and Blue Earth County				
Mn/DOT	12,000	Principal Arterial						
General Location			Primary Responsibility	Mn/DOT				
TH 22 - extending south out of Mankato								
Recommendations								
Add trail connection as development occurs.								

Notes

Consider paving TH 22 shoulders as a temporary option. Trail along South Route is completed.

ISSUE				Need for Nicollet County CSAH 41/ Highway 14 interchange and realignment		Issue No*		SY9	
						Priority		1	
Issue Type		Existing ADT	Existing Functional Class		Status	Coordination**	3		
System		8,600	Minor Arterial		Long-term	Coordinate With			
Jurisdiction		Future ADT	Future Functional Class		City of North Mankato and Nicollet County				
Mn/DOT		16,000-30,000	Minor Arterial						
General Location					Primary Responsibility		Mn/DOT		
Nicollet County CSAH 41 and TH 14 intersection									
Recommendations									
Develop additional interchange as growth/funding dictate. Protect access on areas adjacent to interchange (local streets).									

Notes

City/county have Officially Mapped the area. Environmental Assessment is being completed.

*Issue numbers are not sequential due to reorganization and consolidation of issues.

** 1 = Mostly isolated projects. 2 = May affect other projects/systems; some coordination required.

3 = Project requires close coordination, potential joint funding agreements.

Table B2

Issues by Type

26-Jun-03

ISSUE				Limited room for bikeway facility on Bottom Road (old Nicollet CSAH 41)		Issue No*		SY10	
						Priority		1	
Issue Type		Existing ADT		Existing Functional Class		Status		Coordination**	
System		120		Minor Collector		Short-term		1	
Jurisdiction		Future ADT		Future Functional Class				Coordinate With	
Nicollet Co.		200		Minor Collector					
General Location						Primary Responsibility		Nicollet County	
Nicollet CSAH 41 from junction (north/south segment 41) to Nicollet CSAH 23									
Recommendations									
Pursue grant money from the DNR or other agencies for a separate pedestrian/ bicycle facility at Minnemishiona Falls.									
Notes									
Paved shoulders are available for bicycles except at Minnemishiona Falls where a separate pedestrian/bicycle bridge is needed.									

ISSUE				Need for improved connection between Nicollet CSAH 13 and TH 169		Issue No*		SY11	
						Priority		2	
Issue Type		Existing ADT		Existing Functional Class		Status		Coordination**	
System		N/A				Long-term		3	
Jurisdiction		Future ADT		Future Functional Class				Coordinate With	
Nicollet Co.		N/A						Mn/DOT, North Mankato and Belgrade Twp	
General Location				Primary Responsibility		Nicollet County			
Somewhere between CSAH 13 and TH 169 north of the City of North Mankato									
Recommendations									
Present volumes do not indicate that this connection is needed. However, Mn/DOT should continue to pursue eastbound to northbound loop for TH 14/TH 169. Nicollet County may want to pursue a study that investigates the feasibility and location of a connection.									
Notes									
There are no connections between CSAH 13 and TH 169 between Mankato and Saint Peter.									

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** 1 = Mostly isolated projects. 2 = May affect other projects/systems; some coordination required.

3 = Project requires close coordination, potential joint funding agreements.